

GIVE LOOSE SCREWS

Vibration, that old enemy of every crewman and mechanic, has struck again. This time the victim is the mounting screws on the cargo hatch latch catch of M2A2 and ODS Bradleys.

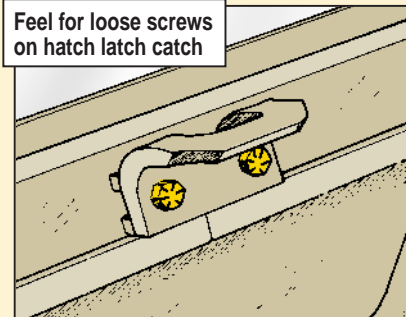
Loose screws keep the cargo hatch from locking down. If it won't lock down, your Bradley is NMC, so make a habit of checking the screws after every operation.



THE SHAKE

Crewmen, try moving the screws with your fingers. Then look for shiny marks around the head of the screws. Shiny areas indicate movement. Report loose screws to your mechanic.

Feel for loose screws on hatch latch catch



Mechanics, before you tighten the screws, make sure the right ones were used in the first place. Some vehicles have screws that are the wrong grade, the wrong size, or both. Either can result in loose screws.

Here's what to look for:

○ Eyeball the head of the screw. It should have six dashes indicating a grade 8 screw. Anything else should be replaced.

Six dashes equals grade 8



○ Remove the screw and measure it. The correct screw will be exactly 1 1/2 inches long.

NSN 5305-00-725-2317 brings 100 of the right screws. Make sure you use a flat washer, NSN 5310-00-080-6004, with each screw and torque the screws to 32-34 lb-ft.

The screw and washer NSNs aren't listed in the parts TMs, so make a note until they can be added.

M2/M3-Series Bradleys ...

Minor M242 Rail Damage OK

Just because the receiver rails on the Bradley's M242 automatic gun are a little banged up doesn't mean the receiver needs repair, armorers. A little damage is OK.

As long as the banged-up area is no longer than six inches or no deeper than 1/2 inch, the receiver is good to go. This info is being added to the revision of TM 9-1005-200-20&P.

But you can avoid even slight damage by telling your crews to always elevate the M242 to 200-300 mils before installing the feeder. That protects the rails.

Damage minor? Rails are OK

